INFORMATION REPORT

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SOURCE

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1. Brest Litovsk on the Warsaw-Moscow trunk line was the largest railroad junction and transloading point on the Polish-Soviet border. The many railroad stations in Brest Litovsk were provided with extensive trackage so that a comprehensive survey was difficult to obtain, particularly for PWs who had no access to railroad plans. (1) However, separate transloading points existing in the area included the West Railroad Station equipped with a coal loading ramp; the Central Railroad Station; the East Railroad Station provided with a special transloading ramp; the Koleski or South Railroad Station and the Bulkhovets and Plakhatka Railroad Stations.

   a. The Brest Litovsk West Railroad station was a normal passenger freight station. The "coal loading ramp" on the south side extended from a point about 2.5 km east of the railroad bridge across the Bug River at the Polish-Soviet frontier to the Central Station of Brest Litovsk.(2) The coal ramp was used exclusively for the transloading of coal. The coal loading ramp available was about 10 meters high, 7.5 meters wide, and built of heavy logs. It was long enough for 25 two-axle standard-gauge railroad cars. The ramp had a slanting approach with one standard-gauge track. The interior of the ramp was provided with wooden walls lined with sheet metal so that two large coal bins were formed. When the railroad cars standing on the ramp were opened the coal dropped through spaces between the planking of the ramp into the coal bins. The coal remaining in the railroad cars or spilled onto the ramp was shovelled into the coal bins. The bins had a storage capacity of at least 60 standard-gauge carloads. Slide doors were mounted at the head walls of the ramp. Since these doors were at the lowest points of the ramp, the coal dropped out when the doors were opened onto German made conveyor belts which transported it over a distance of about 10 meters to the Soviet-gauge railroad cars. Parallel to each side of the ramp, at a

distance of about 10 meters from it, was a Soviet-gauge track. (3) Up to
the summer of 1949, coal handled there included hard coal, industrial coal,
nut coal, coal dust, and briquettes. All this coal came from Upper Silesia.
Work at the coal ramp was done in three shifts of eight hours each. Fifty
carloads of from 15 to 25 tons were transloaded in one shift. The five Ger-
man cranes available at the transloading point in 1948/1949 handled an
additional two trains with a total of approximately 100 cars per day. On
the average, transloading was done on 20 days of each month. From this it
can be inferred that about 140,000 tons of coal were transloaded at this
station per month. Forty men were assigned to each shift at the ramp. The
transloading of 25 cars into the coal bins took about 2½ hours. Delays
occurred when the bins were already full or when there were not enough Soviet-
gauge railroad cars available. In 1948/1949, the station area was complete-
ly cordonned off by Soviet militia. (4)

b. The Brest Litovsk Central Railroad Station on the Warsaw-Minsk-Moscow trunk
line had a transloading ramp about 500 meters long, where only troop trains
were transloaded.

c. The East Railroad Station east of the Central Railroad Station was also on
the Warsaw-Moscow trunk line. This station had a ramp 500 meters long, as
well as a 1,000-meter transloading ramp, located about 1 km to the east, for
troops. Most of the returning German PWs were transloaded there. They
observed the transloading of tank and artillery units as well as of motor
vehicles. The transloading of one troop transport with vehicles took about
three hours. The standard-gauge track terminated at the ramp east of the
East Railroad Station.

d. Poleski (South) Railroad Station was directly southeast of the Central Rail-
road station on the Brest Litovsk-Kovel-Kiev main line. The trackage of the
Central Railroad Station and that of the Poleski Railroad Station were con-
tiguous. The latter station had 10 tracks and a ramp 600 meters long, with
a standard-gauge track on one side, and a Soviet-gauge track on the other. (5)
Formerly used for freight from Germany to the U.S.S.R., this railroad station
was now exclusively used for the transloading of troops.

e. The Bukhovets-Voyenni transloading point was about 2 km south of the Central
Railroad Station. From this station two standard-gauge and one Soviet-gauge
track led to the Bukhovets Railroad Station, where they branched out into
four standard-gauge and four Soviet-gauge tracks. (6) At the southern edge
of the area there was a stone loading ramp about 500 meters long between a
standard-gauge and a Soviet-gauge track. Up to 18 June 1949 a Demag grab
crane with a lifting capacity of 8 to 10 tons had been available at this
ramp. In 1945/1946 this crane was on caterpillar tracks. However, it was
found out that the loading ramp could not stand the weight of the crane and
so the crane was made stationary. To the north a standard-gauge and a
Soviet-gauge track were bridged by a gantry crane with a lifting capacity
of 75 tons. This crane mounted on rails was able to move over the entire
station area. In 1947 the crane which had been previously operated by hand
was electrified. Uranium ore was transloaded for the first time in early
May 1948. The trains were marked by the inscription "Uranium Ore" in German
and Russian. The transloading of such a train lasted about 12 hours. Pot-
ash, graphite, boxes with undetermined loads, tank engines, trucks and
sedans in addition to scrap and prefabricated houses were also transloaded.
The transloading of scrap took 8 to 10 hours, of the prefabricated houses
about four hours. If necessary work was done in three shifts.

f. The Makhatka Railroad Station was built by German PWs after World War II
and was used exclusively for the transloading of captured and dismantled
machinery. It was located between Fort 8 and the Brest Litovsk airfield, 2 km
north of the Central Railroad Station, and extended 6 to 7 km from north to
south and 2 to 4 km from east to west. Both a standard-gauge and a Soviet-
gauge track branched off from the Warsaw-Minsk trunk line to the Makhatka

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... East Railroad Stations.

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When these trucks joined the area of the Mokhalka Station they branched out into 12 to 14 classification [ ] standard gauge track running side by side. Contradictory information has been received on the location of the 100 to 120 wooden storage sheds, allegedly for the storage of the dismantled machinery. (7) Tanks, motor vehicles, guns, ammunition, steel structures for aircraft hangars, maritime cables, textiles of every description, uniform cloth, rails and ties, signal equipment, household goods, furniture, time pieces, radio sets, electric bulbs, surgical instruments, medicaments, sugar, leather, bicycles, etc., were allegedly transloaded. Dismantled machinery observed included the machine park of the Hochhammer Iron Works in Silesia, of the Steel Works in Brandenburg; the Siemens and Halske Firm in Berlin, the Krawag Plant in Magdeburg in addition to the machinery of the Schwarzkopf, Pintsch, Borsig and Wanderer Firms. The transloading was done either by cranes or by hand. In the latter case planks were laid from the standard-gauge to the Soviet-gauge cars. Goods unloaded manually were first stored in the storage sheds before being forwarded to the U.S.S.R. Work was done in three shifts including Sundays and holidays. Each unloading detail of 250 men transloaded one or two trains daily. The entire railroad area was surrounded by a barbed-wire fence along which several watch towers were erected.

2. General:

a. Military administration.
Up to the summer of 1949, Base Command Headquarters 3606, [ ] 25X1 exercised military administrative functions for all railroad stations in Brest Litovsk. (8) The headquarters included: 1st Section: Crane Section, headed by Lieutenant Colonel Vasilyev (fnu), [ ] 25X1 270 men. 3d Section: Loading by hand, headed by Captain Fellerov (fnu), [ ] with 265 men. 4th Section: Mukhovets Railroad Station. 5th Section: East Railroad Station. 6th Section: Poleski Railroad Station. The 2d Section could not be identified.

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b. Up to May 1949 stationary installations for the conversion of railroad cars from standard to Soviet-gauge and vice versa were not observed at any of the Brest Litovsk railroad stations. In the summer of 1948 it was observed that 20 new German express coaches were converted to Soviet gauge by Soviet workers in five days. The coaches were jacked up, put on trestles, and the standard-gauge axles were replaced by Soviet-gauge axles by means of cranes.
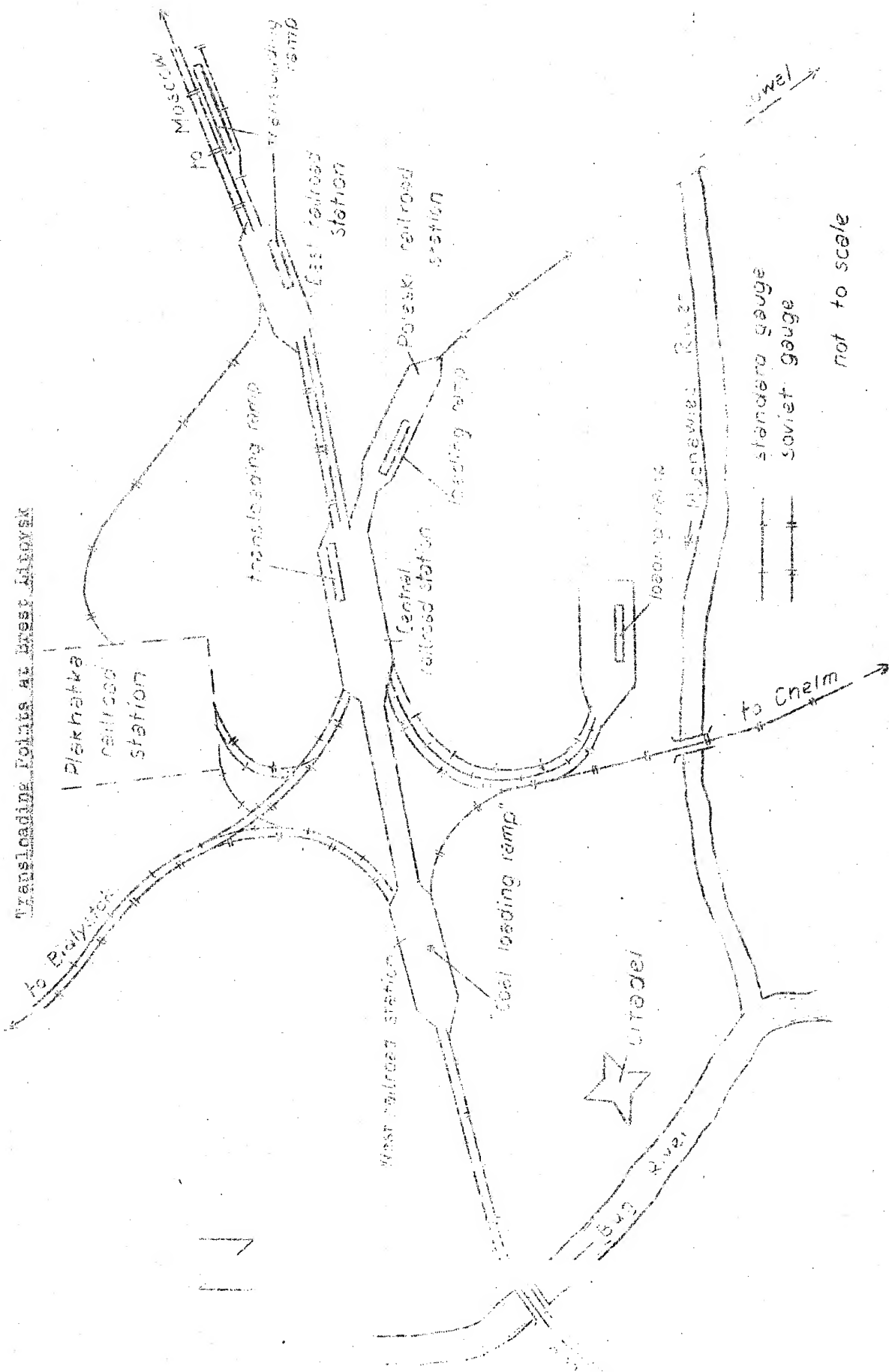
25X1   [ ] Comments.
(1) For schematic diagram of all railroad station facilities in Brest Litovsk, see Annex 1.
(2) For details of installations at the Brest Litovsk West Railroad Station, see Annex 2.
(3) For sketch of the ramp, see Annex 3.
(4) In the Polish-Soviet agreement on the volume of Soviet transit traffic dated 1 July 1950 it was established that 12 trains may be received and the same number of trains trans-shipped in Brest Litovsk in a 24-hour period.
(5) For sketch of the Poleski Station see Annex 4.
(6) For sketch of installation see Annex 5.
(7) For sketch of possible layout of installation see Annex 6.
25X1   (8) [ ] has been observed in Brest Litovsk to date as trans-shipping point for military goods.

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Annex 1

Transloading Points at Brest Litovsk

not to scale

standard gauge
soviet gauge

to Moscow

East railroad station

Polesie railroad system

Transloading ramp

Transloading ramp

Muchawiec River

Plarhatka railroad station

Central railroad station

loading ramp

to Bialystok

West railroad station

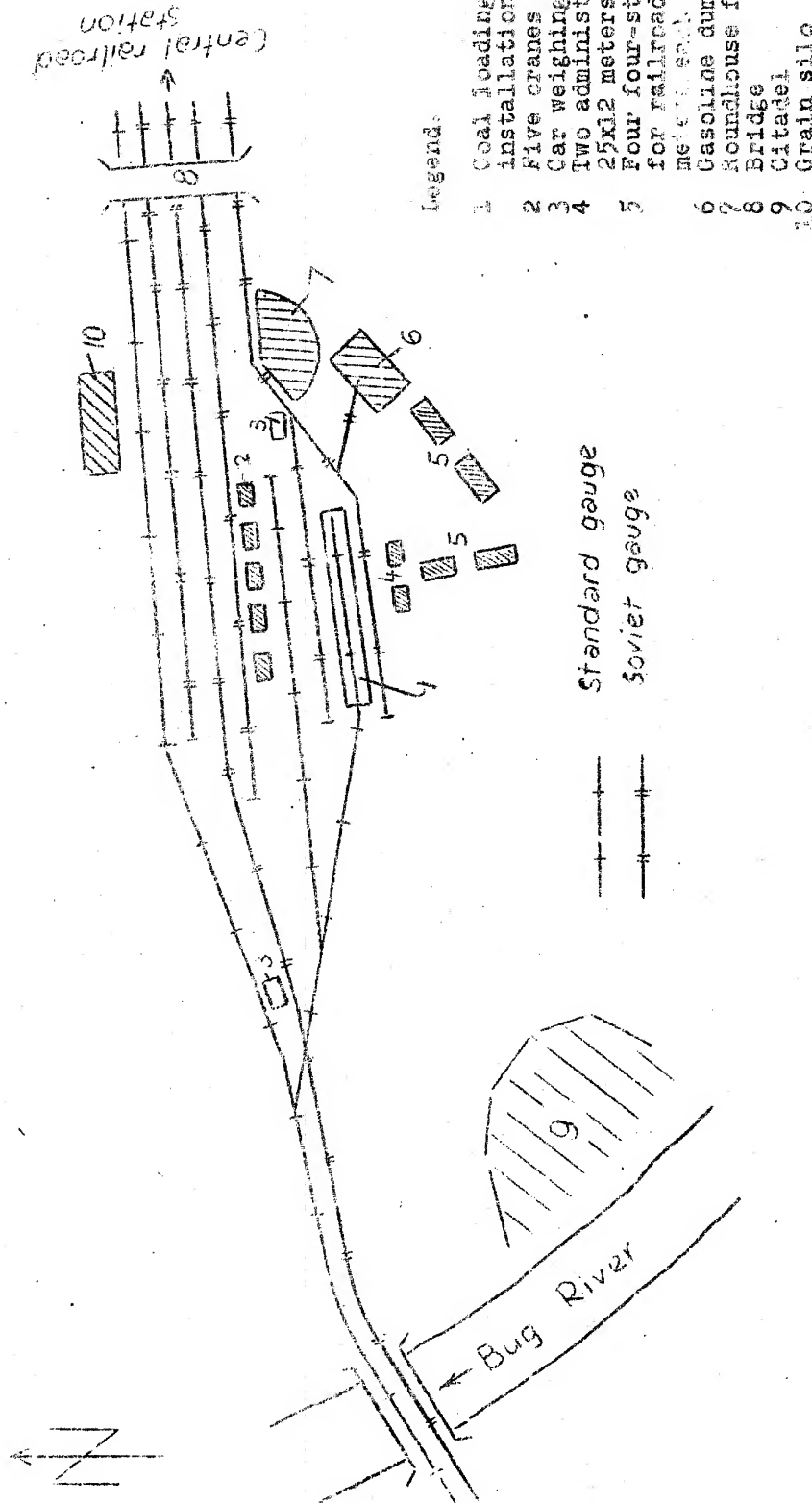"coal loading ramp"

Terespol

to Chelm

Bug River

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Annex 2

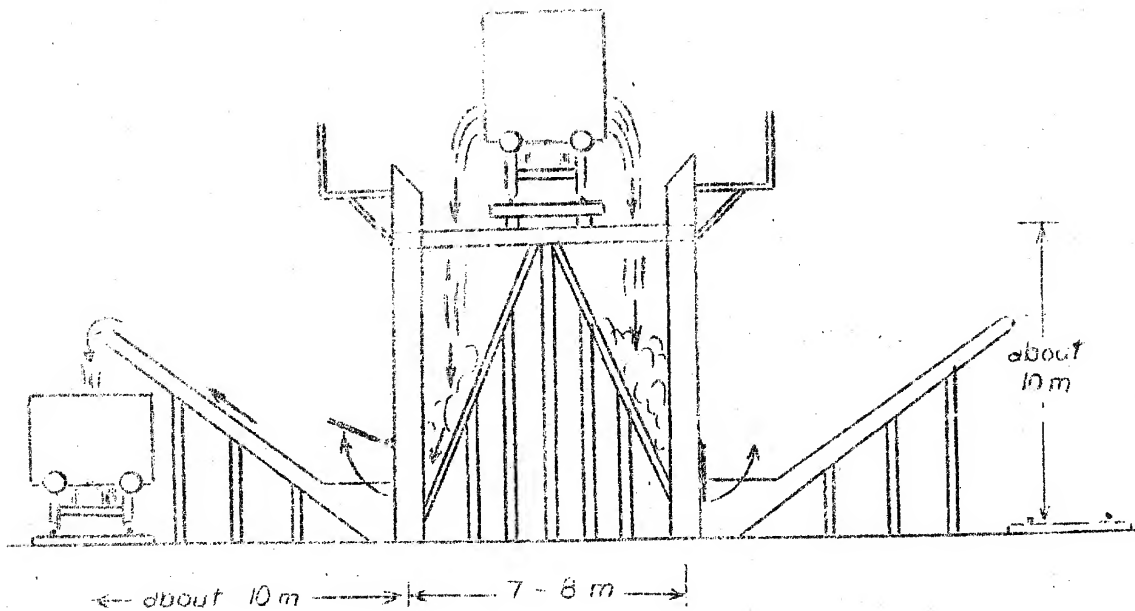Coal Loading Ramp of the Brest Litovsk-West Railroad Station

(Central railroad Station)

Legend:

1. Coal loading ramp (loading/unloading installation)
2. Five cranes
3. Car weighing machine
4. Two administrative buildings, 25x12 meters each
5. Four four-story dwelling houses for railroad employees, 45x20 meters each
6. Gasoline dump 400 meters square
7. Roundhouse for locomotives
8. Bridge
9. Citadel
10. Grain silo

Standard gauge

Soviet gauge

Bug River

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Annex 3

Cross Section of Coal Loading Ramp at the Brest Litovsk-West Railroad Station

about
10 m

←— about 10 m —→ |←— 7 - 8 m —→|

25X1

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Votoshi-Somua Railroad Station

to Komei

Loading ramp

600 m

Wire fence

road

R I O

Food ration supply depot

Standard gauge

Soviet gauge

not to scale

Central railroad station

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Annex 5

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Mukhovec Railroad Station
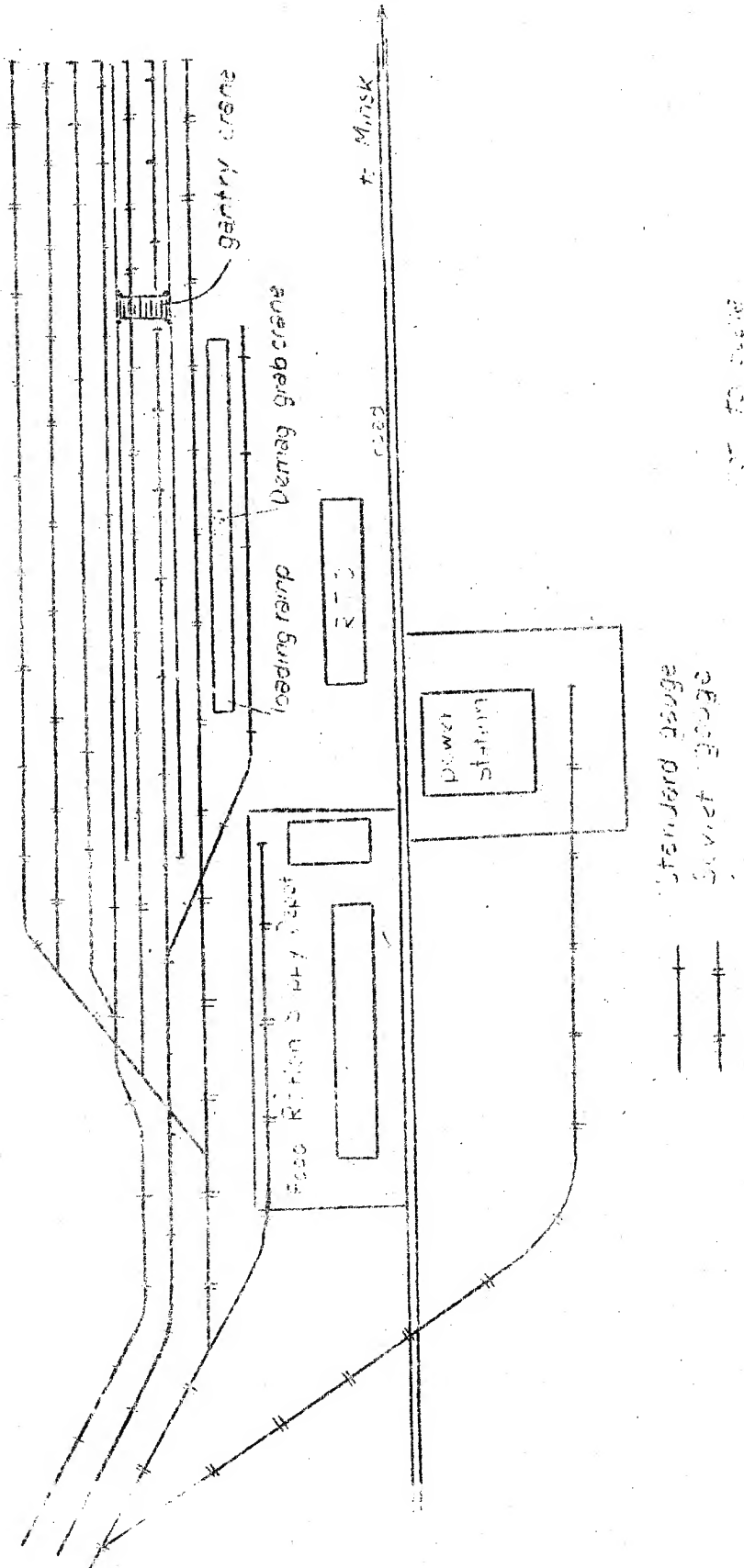
gantry crane

Demag grab crane

loading ramp

to Minsk

power station

Standard gauge

Narrow gauge

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Platlanka Railroad Station

loading ramps
between

to East
railroad
station

sheds

sheds

cranes

Central railroad station
railroad station

Standard gauge
Soviet gauge

not to scale
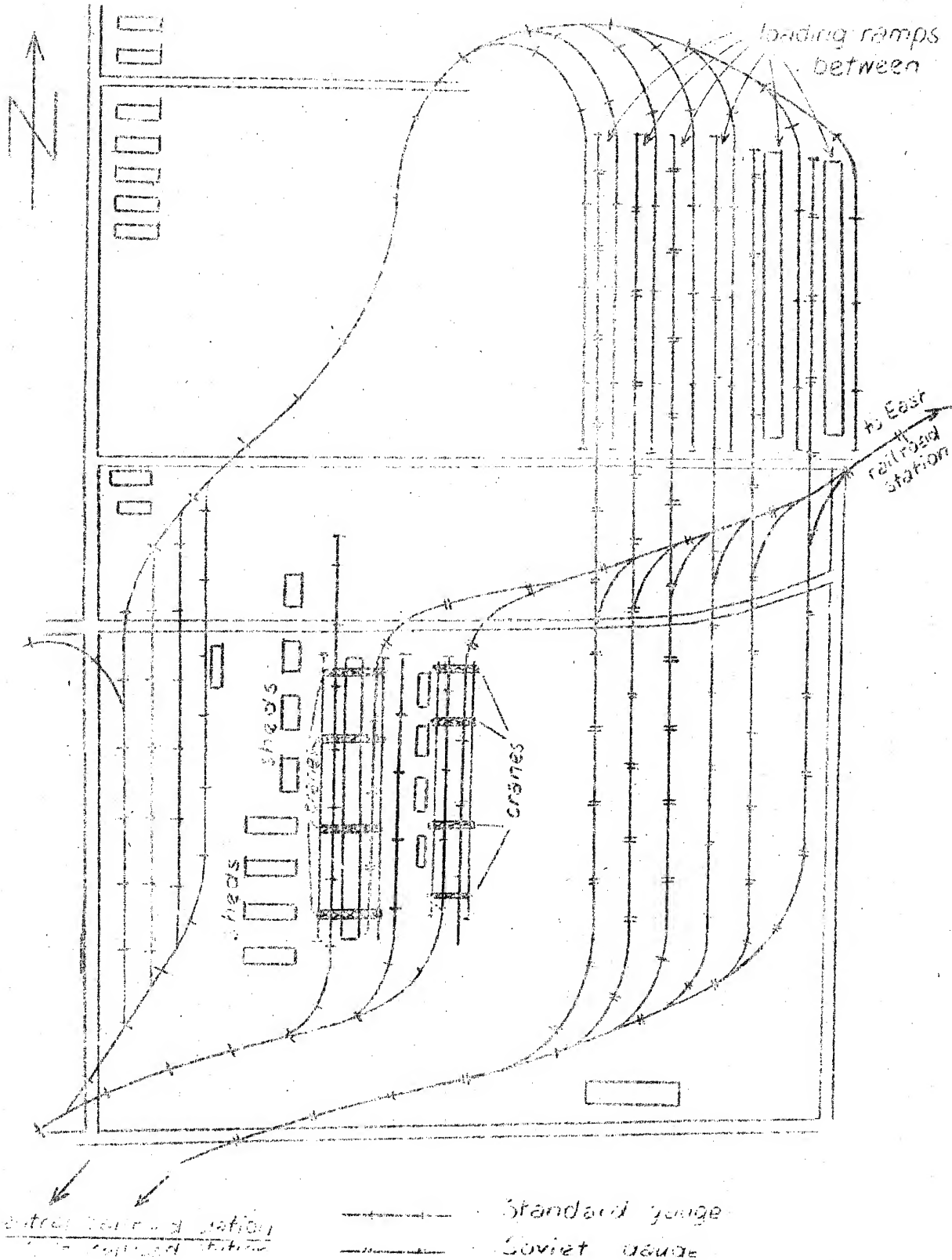
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Annex 7

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Survey of Brest Litovsk Railroad Station Facilities

Railroad Station	Trackage	Ramps	Cranes	Estimated unload capacity within 24 h	Actual Transloading Performance within 24 h
West Railroad Station with "coal ramp"	20 tracks standard and Soviet-gauge	coal ramp	5 cranes each with a capacity of 1 cubic m	5 coal trains	2 to 3 coal trains
Central Railroad Station	20 tracks standard and Soviet-gauge	1 ramp about 500 meters long	--	3 trains	1 train
East Railroad Station with east transloading ramp	14 to 16 tracks standard and Soviet-gauge	1 ramp, 500 meters long, 2 meters wide; 1 ramp, 1,000 meters long	2 x 5 ton cranes	9 trains	2 to 3 trains
Poloski Railroad Station	10 tracks standard and Soviet-gauge	1 ramp, 600 meters long	1 x 10 ton crane 1 x 15 ton crane 1 x 25 ton crane	4 trains	1 to 2 trains
Bukhovets Railroad Station	8 to 10 tracks standard and Soviet-gauge	1 ramp 500 meters long	1 x 6 ton crane 1 x 75 ton crane	4 trains	1 to 2 trains
Lichhatka Railroad Station	13 standard-gauge tracks 13 Soviet-gauge tracks	undetermined	1 x 2 ton crane 1 x 5 ton crane 1 x 10 ton crane 1 x 15 ton crane 1 x 75 ton crane 1 x 110 ton crane 1 x 150 ton crane	24 trains	4 to 6 trains
Total:		3,100 running meters	14 cranes	16 trains	11 to 16 trains

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